

**AMENDMENTS TO THE DRAWINGS**

Applicant submits concurrently herewith a replacement drawing of Fig. 1 which corresponds to original Fig. 1.

Attachment: Replacement Sheet (Fig. 1)

**REMARKS**

Claims 1-5 are all the claims pending in the application.

The basis for the above amendment to claim 1 can be found, e.g., in the description, on page 12, lines 13-16, page 22, lines 1-2 and in the original Fig. 1. Original Fig. 1 is submitted herewith as a replacement drawing, and Fig 1 in combination with the foregoing amendments to the specification and claim 1 are believed to obviate the new matter and corresponding §112, first paragraph rejections.

According to the recitation of claim 1 as amended each side portion in the tire widthwise direction of the tread rubber and the side rubber are attached on the carcass and form a part of the shoulder section. That is, the side portion of the tread rubber and the side rubber are provided at the shoulder section where bending deformation of the tire is smaller, compared to a side surface area in the tire radial direction of the tread portion as explained in the description, on page 4, lines 1-4. Due to this provision of the side portion of the tread rubber on the side rubber, separation of the tread rubber and the side rubber can be prevented.

In cited reference JP '101, a cap tread 1 has a width substantially the same as a belt layer 7 as shown in Fig. 1, thus the cap tread 1 is not attached on the carcass. Further, each side portion of the cap tread 1 is provided at a side surface area in the tire radial direction of the cap tread 1 instead of at the shoulder section as shown in Fig. 1.

Please note that in cited reference Iwamura, each side portion of the tread rubber 2 is provided at the shoulder section, however, a radially inner part of a wing rubber 11 of Iwamura (corresponding to the side rubber in the present application) is inserted between a carcass main 6a and a carcass turn-up 6b. By providing the radially inner part of the wing rubber 11 between the carcass main 6a and the carcass tune-up 6b, a carcass ply edge separation is prevented to

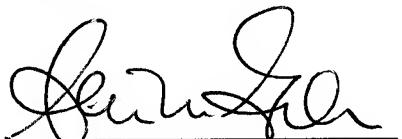
improve durability. In other words, Iwamura does not teach or suggest attaching each outer end portion of the side wall rubber in the radial direction of the tire to each outer end portion of the side rubber in the widthwise direction of the tire as recited in claim 1 of the present invention.

Thus, claim 1 is believed to be allowable over Japan '101 for the reasons explained above. Moreover, none of the other cited references supply the deficiencies of Japan '101. Claims 2-5 are allowable at least by virtue of their dependency.

In view of the above, reconsideration and allowance of this application are now believed to be in order, and such actions are hereby solicited. If any points remain in issue which the Examiner feels may be best resolved through a personal or telephone interview, the Examiner is kindly requested to contact the undersigned at the telephone number listed below.

The USPTO is directed and authorized to charge all required fees, except for the Issue Fee and the Publication Fee, to Deposit Account No. 19-4880. Please also credit any overpayments to said Deposit Account.

Respectfully submitted,



Steven M. Gruskin  
Registration No. 36,818

SUGHRUE MION, PLLC  
Telephone: (202) 293-7060  
Facsimile: (202) 293-7860

WASHINGTON OFFICE  
**23373**  
CUSTOMER NUMBER

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